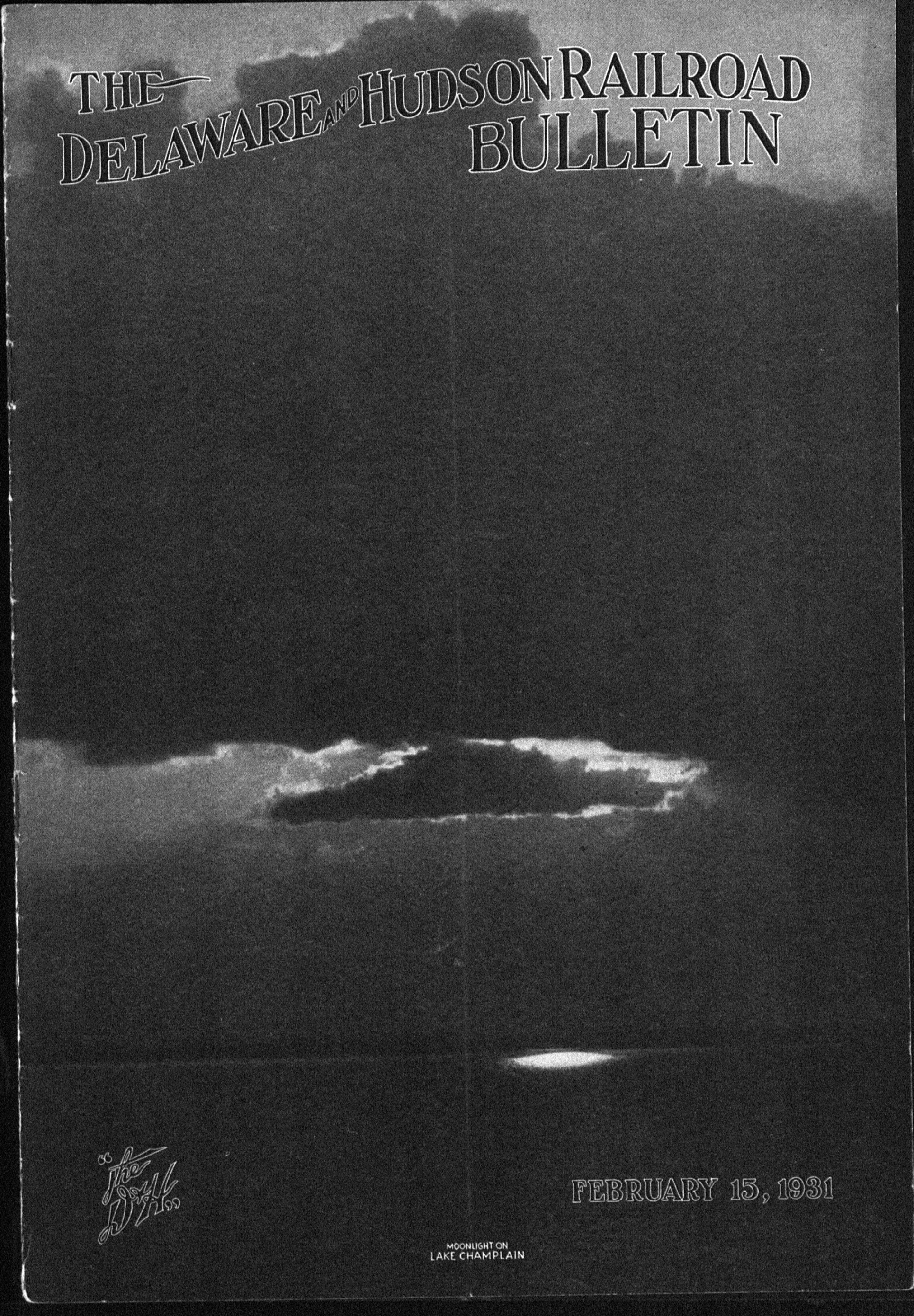
THE DELAWARE AND HUDSON RAILROAD BULLETIN



"the D&H"

FEBRUARY 15, 1931

MOONLIGHT ON
LAKE CHAMPLAIN

The Worries

TAKE yesterday's worries and sort them all out
And you'll wonder whatever you worried about.
Look back at the cares that once furrowed your brow
I fancy you'll smile at the most of them now.
They seemed terrible then, but they really were not,
For once out of the woods all the fears are forgot.

Look over the list of blunders you've made,
The debts you've accrued and eventually paid;
They frightened you once, and you thought at the time
That out of the valley you never would climb.
But you did, and you're living and still going strong
In spite of the trouble which happened along.

You can laugh at the journey when you have arrived;
You can smile at the dangers which you have survived.
What matter the doubts which have fretted your soul,
Or the distance you've traveled, once you're at your goal?
So just keep on going through thick and through thin,
Once you're out of the woods you will look back and grin.

But I'm for the Worries! I'm for the man
Who, when he's in trouble does all that he can.
I'm for the fellow who puts up a fight
To straighten things out and make them go right.
And I say for his comfort, when matters seem bad
Tomorrow he'll smile at the troubles he's had.

—Exchange.

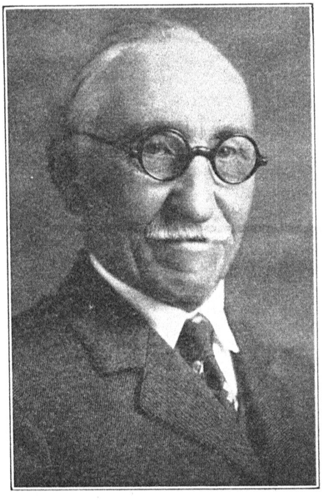
"the D&H" The DELAWARE AND HUDSON RAILROAD "the D&H"
CORPORATION
BULLETIN

Vol. 11 Albany, N. Y., February 15, 1931 No. 4

Birthday Greetings to Californian

Former Oneonta Pattern-maker Will Celebrate Eighty-fourth Birthday February 26th

As he basks in the sunshine beside the sparkling waters of the Pacific, where it reaches into Balboa Bay near Monterey Park, Calif., a Delaware and Hudson man looks back with a great deal of satisfaction upon the past 48 years during which he has been connected with our company. His "President's Pass," which he receives at Chrismas time each year, his pension checks, occasional visits from the old friends, and the regular appearance of *The Bulletin*, serve as constant reminders of his years of active service.



WILLIAM NEWTON

It was eighty-four years ago the 26th of this month, February 26, 1847, that WILLIAM NEWTON, former Oneonta Pattern-maker, first saw the light of day in Stogumber, West Somersetshire County, England. Left fatherless at an early age, and with a sickly mother to care for, it is not strange that he had little or no education during his youth.

At sixteen he was apprenticed to a country carpenter or wheelwright. Apprenticeship then was quite a different proposition from what it is today. For nearly three years he received no pay other than his board and lodging. Then, for a period of 15 months, his diligence was rewarded by the payment of one shilling (24 cents) a week. During the fifth and final year this was increased to 36 cents.

When "out of his time" at the age of 21 years, MR. NEWTON had a fortune of exactly 15 shillings, or $3.60. However, he obtained work in a foundry in the town of Mark, Midsomersetshire, his wages of ten shillings a week enabling him to accept family responsibilities three years later when he married.

During the next decade, in addition to the usual duties of a father of four growing children, MR. NEWTON found time to make up for the earlier education which he had been unable to obtain. By long hours of night study he mastered trigonometry, physics, and the theory of pattern-making.

February seems to have been an eventful month in the life of MR. NEWTON, for in the latter part of February 1882, he, with his family, landed in America. While visiting relatives of Mrs. Newton in Oneonta, MR. NEWTON obtained work with a Mr. Woodin, a contractor and builder, at $1.75 a day. Through an acquaintance, Richard Downes, a painter employed by The Delaware and Hudson Company, MR. NEWTON applied to Master Mechanic Skinner for work and was hired at $2.00 a day.

Many of his former comrades at Oneonta remember the inventive genius of WILLIAM NEWTON. During his more than thirty-six years as a patternmaker at the Oneonta shops, he devised a number of clever "contraptions" and methods in connection with both cars and locomotives. Among his inventions was that of a container for the paper drinking cups in passenger coaches.

One day MR. NEWTON noticed a shop-mate, "Billy" Whiscomb by name, who was unable to keep up with the demand for malleable iron corner plates for box cars. "Billy" was drilling the bolt holes in the plates, but, even though he hustled as fast as he could, it did not suffice. Knowing the properties of malleable iron, MR. NEWTON suggested to Mr. Whiscomb that he try punching the holes. This idea was so successful that it saved the day for "Billy" and ended the drilling of corner plates for all time.

In 1918 MR. NEWTON decided to try the climate of sunny California where he now resides at the home of his daughter Gertrude, now Mrs R. S. Cockrell, at 331 East Emerson Avenue, Monterey Park. He has two other daughters and two sons.

Marketing Anthracite in 1831

Selling Campaign of a Century Ago Resulted in Increased Consumption of New Fuel

THE creation of a market for any new commodity is one of the major problems of the producer of 1931. It was an even greater problem a century ago when the sales organization lacked the assistance of national advertising, radio broadcasting and the other adjuncts of modern business.

Following the arrival of the first hundred-ton load of Delaware and Hudson anthracite in New York City, December 10th, 1829, the "sales department" faced the necessity of finding a market for it, as well as for subsequent shipments. Several manufacturers were prevailed upon to try the new fuel. One ton was sent to Governor-elect Martin Van Buren for trial and additional coal was shipped to the clerk of the Senate "for one fire in that room."

Various miscellaneous uses of anthracite, largely for domestic heating purposes are recorded, a total of 7,000 tons being disposed of in 1829. During 1830 and 1831 annual production increased to 43,000 tons in consequence of which new "outlets" were sought in Boston and Providence.

The proposal of the Ulster Iron Company, on January 25, 1831, that it would expend $5,000 in adapting its plant to the use of anthracite provided the Canal Company would contribute fuel to the value of $2,000 was apparently the first consideration given to using anthracite for smelting purposes. Within the next decade this use became thoroughly established as the result of the support given the proposal by our company. In addition, this action proved to be the first step in expanding the uses of anthracite in New York State, although the extension of the market in New England continued with the authorization, on February 19th, 1831 of contracts for supplying fuel to a number of Connecticut manufacturers.

Another use which promised great possibilities for the new fuel was offered by the recently invented steamboats. Accordingly a supply of coal sufficient for a "voyage" from New York to Newburgh and return was, on March 25th, 1831, authorized to be furnished free of charge to the steamer *Experiment*. Necessary grate-bar alterations to facilitate the use of anthracite were made at our company's expense.

Similarly some of the East River ferry boats were converted from wood- to coal-burners at the company's expense upon authority granted by the Board of Managers, March 22, 1831. Subsequently, on May 12, 1831 the Board authorized the alteration of the Walnut Street ferry at the company's expense, thus indicating satisfactory operation of the previous installations. This is confirmed by the annual report for 1831, which states that four of the city ferries had been using Lackawanna coal with entire success for some time, in addition to its use by two or three steamboats, thus indicating the success of the year's "selling campaign."

A Poor Trade

Little Willie's sister had been naughty, and her mother got angry and said that instead of punishing her she would just get a good little girl in place of her. Little Willie's sister stopped crying and began to laugh, saying, "You can't trade me." Her mother was surprised and asked why. "Cause," said the bad little girl, "no lady will trade you a good little girl for a worser one!"— *C. & O. Magazine.*

The Job of Getting a Job

What You Owe Your Boss and What He Owes You—An Interview With President Loree

By WILLIAM S. DUTTON

(Reprinted by special permission of *The American Magazine*)

(Continued from last issue)

BY WHATEVER means the job-seeker attempts to locate an opening, he should try by careful inquiry in advance to learn something of its details. No two companies are alike; no two employers are alike. It is the job-seeker's place to answer questions, not to ask them, to avoid giving opinions unless they are asked. And always he should be frank and stick to the truth.

"It's no disgrace to have failed in a previous undertaking. It is foolish to dodge responsibility for it. Whines don't get jobs. Courage and honesty often do.

"Recently a St. Louis employer came to New York to interview a man recommended by the Exchange. The latter was satisfactory in every respect, until near the close of the interview the employer asked him again why he was out of a job. The man's first reply had been honest—it was that he had failed to get results. But in his second answer he attempted to justify himself. He became confidential, blamed his former employer, complained of lack of cooperation.

"Another man got the St. Louis job.

"Job-seekers make several very common mistakes. One of the most common is this tendency to blame somebody for their failure with a previous employer.

"Another common mistake is talking too much. The applicant goes through the preliminaries in great fashion. He knows he has made a good impression. The employer relaxes a bit, offers him a cigar. Then he cuts loose, later to wonder why the position went to somebody else.

"A third mistake, and a fatal one usually is to fail to be on time for an appointment. High-grade men sometimes get a notion that they shouldn't appear to be too eager for a job. So they come in late to impress the employer with their seeming independence. Any salesman could have told them the folly of such a course.

"Still another mistake, and one of the commonest of all, is made over the question of salary to be paid. That detail should be brought up last of all.

"The applicant gets his interview, presents his case, answers all inquiries, until every point has been covered except this one. Palpably the interview has been mutually agreeable or it would not have progressed thus far. If the job-seeker is wise he will let the employer mention money first. If the employer does make the first reference to it, the job-seeker holds the advantage. He can govern his course according to the offer. Frankly, he can state his own position without being misunderstood."

References Are Valuable

"WHAT about references?" I asked. "Have them, by all means," said MR. LOREE. "If possible, be able to refer to every previous employer. On what you have done for others, the employer bases his estimate of what might be done for him.

"An able man in seeking new work may aspire to a better job than he had. He may feel that his opportunities were limited by his previous employer or conditions were such that he wasn't at his best. This may all be true, but the new employer can't judge him by the might-have-been. However, with the tangible facts of accomplishment before him, the employer may come to the same conclusion as the applicant and see in him unrealized possibilities.

"One job-seeker rather hesitantly gave his old employer as a reference. The latter replied to the Exchange's inquiry that the man was competent enough and grasped things rapidly but that he lacked 'a certain stability which is essential in an executive in this type of business.'

" 'That's about right,' the applicant admitted. 'I can't pin myself down to doing one thing. It seems I'm not happy unless mixed up with a dozen jobs at once.'

"A company manufacturing a widely varied line of products was delighted to get this man to act as assistant to its general sales manager. The assistant had to be a man who could serve as a link between his chief and a large number of department heads, each engaged in a different specialty. What was a weakness to one employer was strength to another.

"Finally, I should like to emphasize the importance, in the problem of job-getting and job-holding, of having a clear idea of the obligations which rightly exist between employer and employee.

"As a parallel to recent progress, as a sort of protective barrier against its upsets, there has been growing among us the belief that the employer is obligated, upon hiring a man, to provide him with continuous employment or its equivalent in pay as long as the man abides by certain rules and chooses to continue in his job. Society reserves to the employee his inalienable right to quit on notice but questions the employer's inalienable right to dispense with his services on notice.

"The tendency to obligate the employer to everything and the employee to nothing beyond his job is general. It has led to laws that required the employer to assume most risks incident to work in his behalf, while he has voluntarily assumed to shoulder others on the theory that they are mutually beneficial. Not for a moment do I condemn any of these measures, but it is an inescapable fact that they have made the road rougher for the individual job-seeker."

"Just how?"

"In a number of ways. They have led him to adopt a wrong viewpoint toward the job. Fully half of the men seeking work—I am speaking mainly of those in the upper grades—seem to regard employment as a personal rather than as a business transation. They assume a paternal interest by the employer that isn't at all in accord with our accepted ideas of democracy.

"One consequence of this false viewpoint is that men let themselves get into a rut, with the result that they are discharged and forced to seek new work. The man who realizes that the test of his employment is the service he renders and that his employer is under no obligation to keep him if that service falls short, rarely gets into a rut. He understands the employer's viewpoint and sees to it that his service fits the employer's need."

Three Classes of Workers

"YOU speak of the employer's viewpoint. Just what is his viewpoint toward an applicant for a job?" I asked.

"As a rule, it's an impersonal one," said MR. LOREE. "He has neither the time nor the inclination to give advice. He doesn't care to listen to a recital of troubles. He wants to know, briefly and concisely, what job the applicant thinks he can fill, why he thinks he can fill it, and on what he bases that conviction. The employer is a purchasing agent of services, nothing more, nothing less; and he has been offered poor services so often that he is inclined to be skeptical of all claims until proven.

"Workers fall into three groups: First, those so thoroughly satisfactory that an employer is eager to retain their services; second, those who, while satisfactory enough to be retained, are readily replaceable; and, third, those of low mentality or physical condition, unstable habits, or other undesirable traits, who are hired only in necessity, and then reluctantly.

"The third class constitutes perhaps as much as ten per cent of the industrial population. It is chronically unemployed. In large part it is unemployable except for the most casual kind of work. Naturally, its members are the first to be dropped when a company lightens its payroll. Next in order to be dropped are those most easily replaced. Last to go are those in the first class. In view of this order, don't blame the employer if his attitude is skeptical. He sees many more workers of the third class than of the first."

(The End)

Two Chances

THERE is an old Hawaiian in Honolulu who comforts his many friends, whenever they are discouraged, with this story about the shark, which he has told to hundreds:

"Remember about the shark. You want to go into the water but you are afraid of the shark. Well, maybe there is no shark, and you safe.

"If there is a shark, and you go in, maybe he no see you, and you safe.

"If there is a shark, and you go in, and he see you, maybe he is full already or he no like you, so he don't bother you, and you safe.

"If there is a shark, and you go in, and he see you, and he is not full already, and he likes you, and he comes for you, maybe he miss, so you are safe again.

"If there is a shark, and you go in, and he see you, and he is not full already, and he like you, and he come for you, and he not miss you, remember you always got two chances left yet!"—*Honolulu Item.*

Dave—"Here is my diploma in public speaking."

Boss—"Very well, go out in the other room and address envelopes."

George Washington

As a Business Man

ALTHOUGH we all know of Washington's extraordinary capacities as a general and a statesman, few realize his qualifications as a business man.

George Washington, according to Allen Bushnell Hart, Professor of Government, Emeritus, Harvard University, in a recent address before the Business Historical Society at Baker Library, Boston, was a great business man and, in addition to fighting, exercised his business talents in many different fields.

Washington came from a shrewd hard-headed business family. His great grandfather, John Washington, was a seaman and a trader, who traded with the Baltic provinces and the West Indies. George Washington's father owned an iron mine and iron works, which his son inherited, but their operation is said to have brought him no profit. He built a ship, a small craft for his own convenience on the Potomac, which was a success.

His chief business in the early days was carrying on his Virginia plantations which he operated under discouraging and difficult circumstances. The Virginia settlers, including the Washington family, bought up more land than they could use and became land poor. Part of this land later became the estate of Mt. Vernon. His neighbors had no idea of agriculture as a business. He divided his estate into four or five plantations. Finding need for a mill, he built one, laying out the water connection, with head and tail races, which he designed himself. He raised wheat and produced a brand of flour which was known to the trade. He was also the architect of the so-called "round barn," a sort of twelve-sided building, seventy feet high, which has been restored and now stands near Mt. Vernon about as Washington left it.

He was the first scientific agriculturist in the colonies, always trying new crops, new seeds, new methods of growing. He imported trees and shrubs, keeping records of when set out. He had an idea of wholesale farming, with a view to the nature of the soil. Imported seeds were planted in different types of soil and records kept exectly as later done at our agricultural colleges. Thus he established what is believed to be the first agricultural experiment station in American history.

Washington was a professional surveyor. Beginning as a boy of sixteen, he later had great experience in surveying large tracts of western lands. One of his last labors was the survey of a corner of his estate a few hours before his death.

He was also a natural accountant. Although he never learned a system and apparently had no books of either double or single entry, his accounts were simple and analytical. He was probably the first man in America to work out a bookkeeping system for a body of associated enterprises. He kept an account of everything that went into each farm and the proceeds of each unit at the end of the year. He was a considerate employer. Although the owner of a large number of slaves who came to him by inheritance, he disliked that system of labor and was one of the two slave-holders of his time who freed their slaves.

Washington was the first water engineer in the colonies. He was a land reclaimer, reducing the area of the Dismal Swamp about three-fifths by drainage.

He kept up his connection with England, through a business house which handled his affairs for him. This system was unfortunate for the planters in general and usually kept them in debt continually to the English house. Washington was a stockholder in the Bank of England before and during the Revolution. After the war the Bank paid all accruals and bought the stock at 150, a good price at the time. When, in 1791, Hamilton approved a bill for a National Bank, to issue national currency, Washington was one of the few men in public life who had ever used a bank and his knowledge of currency, circulation and deposits was of inestimable value to the people of the United States. He was a director of this bank at the time of his election as President.

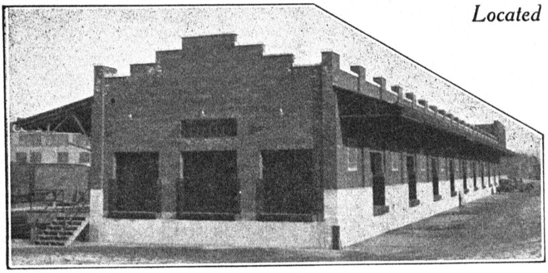
Washington also had sufficient business experience to draft his own will, which he wrote without legal assistance, and without a witness, none being required by Virginia law. No record appears that any of its clauses were disallowed by any court at the time because of faulty drafting.

Washington never engaged in mercantile or shipping trade. His was a losing business, that of raising crops from land diminishing in productivity. His chief fortune was made out of western lands. His estate amounted to $500,000, and

(Continued on page 62)

New Delaware and Hudson F

Located on Wyoming Avenue at Pine Street,
This Modern Plant is Designed to F
Shipments With Characte
Efficiency and Cor



No Waiting in Line With all These Doors!

WITH the opening for business, February 5, of our new freight facilities at Scranton, Pa., including a modern freight house, paved delivery yard for handling carload lots, and a ramp for loading and unloading automobiles, the Delaware and Hudson Transportation Department force at that point was placed in a position to adequately meet the growing commercial needs of a progressive city.

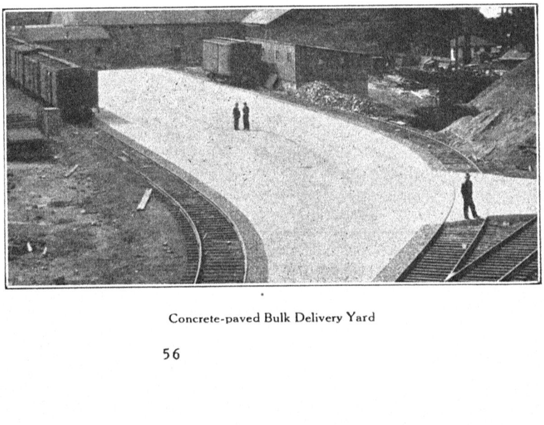
For two days, February 2 and 3, the new quarters were open to the public, at which time hundreds of people, including representatives of the Chamber of Commerce and the leading commercial and industrial establishments of the city, inspected the facilities. Many favorable comments were expressed regarding the design and construction of the plant, which is modern in every respect.

The new terminal is located on Wyoming Avenue, at Pine Street, approximately three-quarters of a mile from the old structure at 47 Lackawanna Avenue. The present location is particularly advantageous in that it is in the heart of the business section of the city, numerous large wholesale houses clustering about it. This will enable The Delaware and Hudson to serve to better advantage both its L. C. L. shippers and those who wish to handle carload shipments at this point.

The freight house building lies between Wyoming Avenue and the eight tracks which form the Delaware and Hudson Yard at that point. It is of red brick construction, set on a concrete foundation, with a large concrete court between it and the street. At the front of the structure is a two story building providing office space for the agent and his force.

As one enters the building from the north or office end, the cashier's office is on the right. Two windows are provided for the convenience of patrons having business to transact. Like all the other office and hall space, this room has maple flooring and light gray plastered walls, the lower half being of a trifle darker shade.

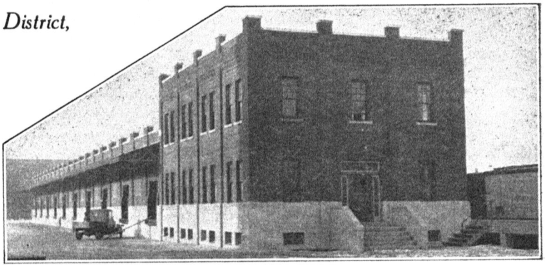
One set of controls of the private branch exchange dial telephone system which connects the eight stations inside the building with three outside trunk lines is located in the cashier's office. By this system independent connections can be made



Concrete-paved Bulk Delivery Yard

n Freight Facilities at Scranton

Street, in the Heart of the Business District,
ned to Handle Package and Bulk
Characteristic Promptness,
and Convenience



The Agent's Force Occupies This End

between any two inside stations, or any station in the building with an outside number. There is one other control in the building, located in the foreman's office, for use at night when one man will handle the business of the department. The balance of the equipment necessary to operate the system is located in the basement.

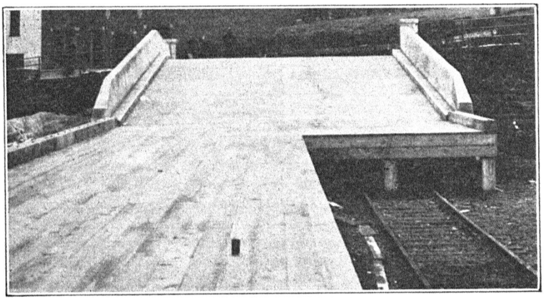
A dumb waiter, with two compartments, connects the cashier's office with the office of the agent's force on the second floor. By this means waybills and correspondence can be interchanged between the two offices thus saving time and inconvenience. In addition to the telephones a speaking tube is used for direct communication between these two offices.

Directly in back of the cashier's quarters, an office is provided for the foreman, a third room being devoted to the use of the freight house checkers.

A wide hallway, running through from the front door to the freight house, separates the rooms on either side of the building. Midway of the hall is the staircase leading to the offices on the second floor. Provision is made in the hall for fire protection and a drinking fountain projects from the east wall.

The agent's office is located on the first floor at the front on the left side, furnishing him ample desk room and natural illumination. Adjoining it to the south is the men's lavatory, while in the rear is the perishable freight room, a space which is devoted to the temporary storage of shipments which might be damaged by excessive cold in winter.

The floor space upstairs is devoted in its entirety to the use of the agent's force, with a conference room provided in the northeast corner, and two cloak rooms and a ladies' room in the southwest corner.



Ramp for Handling Automobile Shipments

The basement, which is of the same area as the two floors above, is likewise divided by a hallway extending its entire length. On the east side the floor space is devoted to storage room for records. On the opposite side in front is a limited space for storage; a binding machine for use in preserving records; a 30-ton coal bin supplied from a chute leading in from the first house

(Turn to page 61)

The
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BULLETIN

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Vol. 11 **February 15, 1931** **No. 4**

Eight Dollars a Day

WE are all down on the pay roll for eight dollars a day, but the reason some of us don't get it is because we pay some of it for supervision. When we get to the place where we can say, "I know exactly what is to be done and how to do it; let me alone," and can make good, we can claim the whole eight dollars, or whatever the quotation may be on the 100 percent combination of initiative and brains.—*Elbert Hubbard*.

Washington Bicentennial

THE celebration of the bicentennial of the birth, in 1732, of George Washington is being planned on a colossal scale. According to Senator Simeon D. Fess of Ohio, who is the active head of the George Washington Bicentennial Commission, it will be "the greatest celebration thus far known in history—the most ambitious celebration ever undertaken in honor of an individual."

And such an individual! The reputation of Washington grows with the passing years. His character and achievements are to be the keynote of the celebration, which in reality will be a series of celebrations throughout the anniversary year, 1932, that are being planned under the auspices of the Federal Government.

Washington's genius touched the lives of American people at many points. As commander of the struggling American army he wrested final victory from a seemingly hopeless situation. As the first president of the new republic he guided the nation, which he so largely had created, through the pitfalls of infancy. It is not so generally recognized that it was his wisdom and diplomacy that secured the adoption, by the thirteen original states, of the Constitution, said to be the greatest political document ever penned by man. His great service as a young engineer in building the first wagon road across the Appalachian Divide and later as a far-sighted man of affairs in promoting various public works has been overshadowed by his other achievements.

The purpose of the celebration, as expressed by the Washington *Star*, "is to impress upon the minds of the people of this generation, and especially of the next generation—the children who soon will take charge of the world's affairs—the real meaning of devotion to duty, courage in the face of disaster, unselfish statesmanship, constitutional government, and the broad human viewpoint, as exemplified by George Washington, who built not for himself nor for his own generation even, but for the future."

—*Soo Line Topics.*

A Steer Breaks Loose

THE steer that started Will Rogers on to fame and fortune wasn't a bum steer.

Will was just a cowboy with a Wild West show at Madison Square Garden in New York. During a performance a steer broke loose, jumped the barricade and landed among the spectators. A panic was in the making, but Rogers was "there" with his little rope and brought the steer to its knees in the twinkle of a lasso. Next day he landed on the front page with his boots on, and he's been there ever since.

Now, wasn't that a lucky break? If it hadn't been for that steer breaking loose, the chances are that Will Rogers would have been just a cowboy the rest of his life. But wait a minute; let's see.

When the steer broke loose, Will knew what to do, and how to do it, and he *did* it. That was something. There were other cowboys who could have done the same thing, but they didn't—they are still cowboys.

But that's not all. A week elapses and Rogers lands a vaudeville contract as a result of the publicity. There's more money in vaudeville than in roping steers, if you have what it takes—and Will had it. If he hadn't delivered on the stage he'd soon have been back on the ranch at thirty dollars a month. Now he gets about thirty dollars a minute for making after-dinner speeches—with the dinner thrown in.

A steer breaks loose in everybody's life some time, if we know how to lasso it. It has probably happened several times to each of us, but we didn't grab the steer by the horns. It is likely to happen again before very long. Don't let another steer get away; bring him to his knees, and ride him to fame and fortune, like Will did.—*Western Field News*.

Abandoned

THE old branch line with its rusted rails,
It wends on through the ancient hills;
The shadows creep as the sunlight fails,
And the calls of the whippoorwills
Sound in the thicket where verdure lies,
Shading the green of the grass-grown ties.

The night is borne, and the stars awake
While the moon ascends the sky;
A ghostly wind stirs a lonely lake
To the wail of a loon's weird cry,
And the vines creep up to the broken door
Of a station where man will come no more.

Midnight and hush—then a phantom roar
And the note of a ghostly bell
And an eerie whistle, while pistons pour
Their wraiths of steam—the knell
Intones again—past the stunted pine
The ghost train rolls on the Memory Line.

EDITOR'S NOTE—The foregoing poem, a copy of which has been sent us by a subscriber, is not only suggestive of historical accuracy, as portraying the fate which has overtaken branch railway lines in numerous localities—some abandoned because mineral deposits or stands of timber, which they were built to give access to, exist no more, others for various other reasons, and a good many on account of the development of highway competition—but it also foreshadows, in a manner which impresses the imagination possibly to a greater extent than would a long discourse on the subject, with its array of facts and figures, a possible course of events in the future. It is a fact that highway competition threatens the existence of branch railway lines everywhere, and one of the strangest things in connection with the whole matter is that the residents of any community served by a branch line are loud in their protests if abandonment of the branch is threatened, while at the same time they patronize the highway, by automobile, bus and truck, with apparent disregard of the railway's financial fortunes. The general trend of thought has been in the past, and it is today, that any community without railway service is of relatively small importance in the commerce of its province, and it is generally recognized that any community which has its railway service taken away from it has suffered a decline from which recovery is practically hopeless. Hence the protests when branch line abandonment is proposed by a railway management. The point we would make clear is this—where highway competition is the controlling factor, the railway managements are not to be looked upon as public enemies for initiating branch line abandonment; the communities themselves are the instigators of their own undoing.

—*Canadian Railway and Marine World.*

Overcoming Handicaps

A SUCCESSFUL American business of nationwide proportions was built up by a man who, because of an accident, was never able to leave his bed. Facing the dual handicaps of poverty and permanent physical disability, he developed an institution that stands high in the list of business concerns.

Steinmetz, the miracle man who played with electricity as a child plays with a toy and brought the realization of untold dreams to the scientific world, was a hunchback, a dwarf, pathetically frail.

Roosevelt fought face to face with death from disease until well into his manhood.

Elizabeth Browning, during all the years when she was giving the world the sweet fruits of her pen, never moved from her invalid's chair, excepting when carried in the devoted arms of her poet husband.

Lincoln was laughed at for his uncouth mannerisms, his abnormal feet, his awkward demeanor. Napoleon was a physical underling.

And so the story might go on endlessly from epileptic Caesar, down the ages past blind Milton and deaf Beethoven to our own day with its countless valiant souls who press on bravely despite tragic odds.

Perfection seldom exists. Few people there are who are not handicapped in some manner. Physical defects, disadvantages of environment, inhibitions, false pride, improper early training and a thousand and one other things exist to blast the hopes of those who would win life's laurels.

It is the courageous heart that wins when every circumstance seems to say "No."—*Thrift*.

"Jock, will ye sup wi' me tae-morrow nicht?"
"Aye, Sandy, that I will wi' pleasure."
"Guid. Then eight o'clock at your hoose."

Africa to the Front

Dark Continent Holds Record for Railroad Growth During Recent Years

ALTHOUGH the United States is still overwhelmingly the greatest railroad nation in the world, possessing nearly a third of all existing mileage, it is not holding its own with other parts of the world in relative growth. During the past fourteen years, while the world's railway mileage increased 13 per cent, that of the United States grew only one per cent.

Africa holds the record for growth during this period with an increase of 48 per cent. Europe's growth amounted to 17 per cent; Asia increased 15 per cent, and Australia 40 per cent. The two American continents, North and South, showed a gain of 6 per cent.

The railway systems of the five great geographical divisions of the earth compare in miles of line (first main track) owned as follows:

	1927	1913	Increase
Americas	376,747	353,467	23,280
Asia	76,913	67,051	9,862
Africa	40,631	27,472	13,159
Australia	30,777	21,959	8,818
Europe	251,766	214,665	37,101
Total	776,834	684,614	92,220

The overwhelming leadership of the United States as a railway nation may be indicated more clearly by a comparison of individual countries. Including Alaska, it has 250,026 miles. Russia (both European and Asiatic) is second with only 47,762 miles, while Canada is third with 42,626 and British India fourth with 38,822.

In ratio of railway mileage to population the United States ranks fourth among the principal countries of the world, with an allowance of only 21.1 miles of railway lines per 10,000. Canada leads with more than forty-five miles per 10,000.

The more densely populated countries, such as Belgium, the United Kingdom, Germany, France, Italy and Holland, have fewer miles of railway per 10,000 inhabitants. Belgium has 8.7 miles, France 7.5, Italy 3.2 and Holland 3.

In regard to relationship of railway mileage and territory, Belgium leads the principal countries with 58.7 miles of railway per 100 square miles of area. The United States is eleventh, with 6.9 miles. Switzerland is second with 23.3 miles, the United Kingdom third with 20.2 miles and Germany fourth with 20 miles.

The area of Australia, including New Zealand and Tasmania, is only about 15 per cent less than that of the United States, including Alaska. Its railway mileage, however, is only about one-eighth that of the United States. Canada has an area 3 per cent greater than that of the United States, including Alaska, but has a railway mileage only 17 per cent as large.

It would appear that the world will see further railway expansion in the undeveloped sections of the globe, especially the tropical areas, having untold producing possibilities but lacking transportation facilities to move their products to the water's edge. The railways in the Temperate Zone average about 8.4 miles per 100 square miles of area and in Europe 3.1, while on the other hand, South America, chiefly tropical, has but 0.8 miles of line per 100 square miles of area, Asia 0.8 and Africa 0.3.—*Erie R. R. Magazine.*

Election of Officers

AT the annual election of officers of the Oneonta employees of the Maintenance of Way and Structures Department, the following officers were all re-elected to hold office during 1931:

President	ROBERT BROWN
Vice-President	WORTHEY WRIGHT
Recording Secretary	FRED MEER
Financial Secretary	HARVEY QUACKENBUSH
Treasurer	WALTER LARTER

In addition FRED BARTON was elected Trustee for three years.

After hearing the favorable report of the treasurer and voting the year 1930 the most successful in the history of the organization, the members adjourned to the banquet hall where a sumptuous repast was enjoyed.

Music by an orchestra comprising MESSRS. SCOTT, CARGILL, UPRIGHT, and LOUCKS, was interspersed with a number of excellent addresses which featured the gathering.

During the course of his remarks Bridge and Building Master J. A. DOYLE thanked the members for their cooperation in putting across the Saftey Campaign which has been so successful to date.

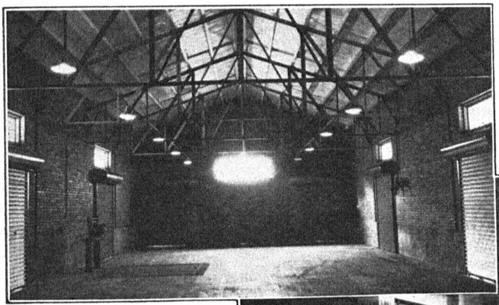
Scranton Freight Facilities

(Continued from page 57)

track; and, in the extreme rear, the boiler room for the steam heating system.

The freight house proper, extending to the south from the office building, is 296 feet long by 35 feet 4 inches wide. It is divided by brick fire walls into three approximately equal sections. Two fire hoses are placed in advantageous positions in each unit. There is a telephone station at the south end of the third section and an electric scale in each of the first and third.

These scales, the first to be installed on the system, are what is commercially known as the Howe electric scale with a "Weightograph" attachment. In operation they are quite different from most of the equipment which has long been standard in railroad freight houses. To weigh an object, such as a parcel of merchandise or other freight, the article is placed on the platform as usual. A small lever, over the arm graduated to show the various weights, is then thrown back, closing an electric circuit. This automatically illuminates a small screen on which the weight is flashed as the light passes through a film on which the various weights are instantaneously recorded. The scale, which can also be operated in the same manner as a standard scale if necessary, is graduated from 10 to 10,000 pounds.



Left: Interior of Freight House, showing Electric Scale at left.

Right: File Room in Basement, Selector Box of Dial Telephone System on right.

The freight doors, of which there are ten on each side and three at the south end, are what is known as Cornell steel fireproof rolling doors, which open vertically. Similar doors connect sections one and two, and two and three. Over each is a window to furnish natural illumination, in addition to a row of closely spaced drop lights on each side of the house. Three heavy fireproof doors provide access to the freight house from the offices.

The freight house platform, extending the entire length of the building, on the west side, is 367 feet long by 10 feet wide. It rests on concrete piles, the floor being of heavy wooden construction. Adjoining it are two house tracks, each with an approximate capacity of ten cars, in the construction of which steel ties were used. A third track can also be used as a house track, with a similar amount of room, if needed.

Facilities for the handling of carload shipments are provided west of the freight house, where there are two more tracks, accommodating fifteen or more additional cars. Between the tracks there is a concrete pavement, with approximately 10,000 square feet of space for handling trucks, which, though irregular in shape, is, for the most part, fifty feet in width.

Special provision for the handling of automobile shipments was also made in the construction of a ramp just south of the station. This is approached from Wyoming Avenue over a concrete driveway. Here three cars can be spotted so as to permit the unloading of all three from the side doors, or two from the side and a third from the end.

With the installation of the agent and his force in their new quarters, the old freight station, insofar as less than carload shipments are concerned, was abolished. All L. C. L. freight will now be received and delivered at the Wyoming Avenue house. However, the facilities for handling carload lots at Lackawanna Avenue, will continue in use.

The four yard tracks and one spur at the latter location will provide space for 45 cars in addition to the newly created track room at Wyoming Avenue. A force of three men will be maintained at Lackawanna Avenue to make the necessary business transactions at that point, where great quantities of perishables are handled. The interchange of cars with the Delaware, Lackawanna, and Western Railroad will also be greatly facilitated, inasmuch as this has been done at Wyoming Avenue for many years.

The provision of these improved facilities in Scranton evidences the wholehearted effort being made by our Company to establish a firm feeling of good will between itself and its patrons, and a sincere desire to furnish them the best possible service.

Washington — Business Man

(Continued from page 55)

was probably the largest property owned by anyone in the United States in his time.

Washington's practical business sagacity, developed to such a high degree, when business men were few, was a quality which would have made him great and wealthy in any system of society from that day to the present, and places him in high rank in the category of successful business men. He was a man who could look ahead, who could work with other people, a straight-forward, fearless, upright man.

"What do you call your mule?"

"I call him Railroad," answered the old colored man.

"How did you come to give him such a name?"

"Fum studyin' de animal an' readin' de papahs. Dat mule gets mo' blame an' abuse dan anyt'ing else in de township, an' goes ahead doin' his work jes de same."

Victims of Circumstances

WHY is it when an accident occurs that the victim will invariably claim to be a victim of circumstances? What are circumstances? Are not most circumstances man-made?

Man is not the creature of circumstances; rather circumstances are the creatures of men. Men create circumstances through habits of work and habits of living.

Circumstances more often than otherwise are the result of little things going undone.

Take care of the little things and very often the circumstances that may cause accidents will not materialize.—*The Safe Worker.*

Fishy?

THEY have fooled the hens into laying eggs at night by the illumination of the hen house. Now they are installing "traffic signals" in the Columbia river to divert the salmon into certain lines of travel. The young fish frequently get loose from the main route of travel and head into small streams and irrigation ditches where they are stranded and lost to the tin cans with which we are all familiar. To overcome this loss and save the fish for a dinner "when you haven't got a bit of meat in the house," the experts charge the water with electricity and through means of a light shock keep the fish in regular channels. The fish quickly learn to keep away from the charged water. If this news ever reaches the electric eel family there probably will be an exodus to western waters for free battery service.—*Mueller Record.*

Crossing the Continent

THE transcontinental rail journey can now be made without change of cars between New York and San Francisco. The "puzzle-foundry" has therefore put out a new problem.

The through trip from New York to the coast now requires but 4 days' time. Assuming that daily service is maintained on the "Transcontinental Limited," westbound trains leaving New York at 8 a. m., while service eastbound leaves San Francisco at 8 p. m., how many "Transcontinental Limited's" will be met by each train as it makes a one-way trip?

Misfortune always keeps her appointment with those who expect her.

Clicks from the Rails

Moving a Bridge

Moving a bridge to follow a river was the recent task of the Illinois Central engineers at Chicago. The bridge involved was the St. Charles Air Line bridge over the south branch of the Chicago River, said to be the longest single-leaf bascule bridge in the world. Its moveable leaf, 260 feet long, when in the vertical position, closely matched the height of a 24-story building. This bridge, built in 1920 at a cost of $705,000, had to be moved when the river was straightened. The bridge was torn down, moved, and re-erected—forty feet shorter than before—in approximately six and one-half months.

* * *

Distinguished Driver

T. H. H. Wheeler, mayor of Dorchester, England, visited America last fall on the occasion of the tercentenary celebration at Dorchester, Mass. His honor, or, to use the British appellation, his worship, is an engine driver in his spare time, when he is not mayoring, running on the Southern between Weymouth and London. He avers that his greatest thrill in this country was experienced when he was permitted to drive the "Minute Man" of the Boston and Maine from North Station to Cambridge.

Long Distance Whistling

As proof of its statement that an engineman's whistle could be heard "clear across the states of Oklahoma and Kansas," the *M-K-T Magazine* recently printed a letter from W. D. Shoop, Switchman at Coffeyville, Kan., which read in part:

" 'Believe it or not,' recently my sister was visiting in El Paso, Texas., from Maracaibo, Venezuela, and I had a piece of music dedicated to her through KGGF, *the Coffeyville Journal* broadcasting station. It happened to be going out on the ether just as No. 26 was passing South Coffeyville, so she heard Engineer Huber whistle for the interlocker at South Coffeyvlle, and wrote me to ask 'why the whistle and who was the engineer? The sound of the whistle blast, thanks to the microphone, had carried a distance of about 1,200 miles. Can you beat it?"

* * *

State-Line Freight House

The Missouri Pacific claims the distinction of having the only freight platform which extends into two states. This is the case at State-Line freight house in Kansas City. The state line passes through the platform, leaving one end of it in Kansas, the other in Missouri. —*Exchange.*

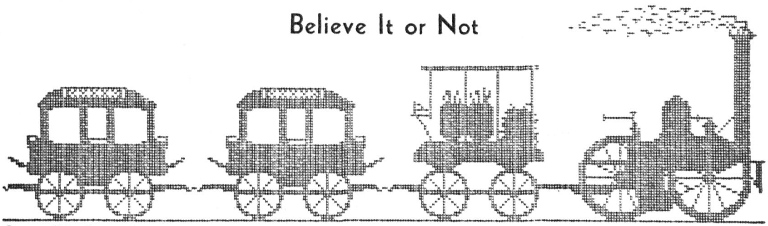
Cat "Placed on Pension"

For twelve years a cat, discovered in a box car and adopted by the employees of the Illinois Central's South Water Street (Chicago) freight station, faithfully exterminated all rodents in the freight house, preventing damage to shipments and valuable records. When the loss of agility began to endanger her life among the trucks and other machinery, the cat was placed on the "pension list"—or in other words, she was provided with free board and lodging the rest of her life with an employee of the station, Frank Barr, of Homewood, Ill.

* * *

Longest "Statistical Train"

For a number of years it has been the practice of statisticians to describe great quantities by telling how many railroad cars would be required to carry a specfied amount of any commodity. Of course, the length of the train is then given to further emphasize the enormity of the figure. Now it has been estimated that if the average yearly production of coal in this country, 610,000,000 tons, was loaded into cars of an average capacity of 54 tons, and 40-foot length, it would make a train 95,934 miles long, which could encircle the earth 3.8 times.



Believe It or Not

Courtesy of King Features, Inc.

The above sketch was made on a typewriter by Earl P. Smith, an employee in the Charleston office, United Fuel Gas Co. It took Mr. Smith two hours to make it. Mr. Ripley found it sufficiently interesting to reproduce it in his sketches of "believe it or not."

—Courtesy *West Penn Life*

Contrast

THE month of February gave us both Lincoln and Washington.

Lincoln was born in poverty; Washington was raised in wealth.

One lived in a log cabin; the other on a large plantation.

Lincoln's father was a poor carpenter; Washington's father a plantation owner.

Lincoln had less than a year's schooling. Washington enjoyed such educational advantages as were available in his day.

In early life each developed a passion for clean, manly sport. Lincoln had great physical strength. Washington made up in energy what he lacked in strength. In that they were alike.

Lincoln had no use for slavery. Washington was a slave-holder.

Lincoln detested war. Washington lived and died a fighter.

With each, character stood out in bold relief. Lincoln had remarkable human understanding, a great heart and great moral strength. Washington was known for fair and sound judgment—and for truth.

Opportunity? Heredity? Environment? I wonder. Just write your own answer.

—*The Safe Worker.*